

The P. & O. s. *Palawan* left Singapore for this port this morning, at 8 a.m.

The P. & O. s. *Formosa*, from China, arrived in London yesterday afternoon.

The *Empress of India* arrived at Vancouver on the 19th instant.

The only alterations in our Share List today are:—China Traders, \$74, sales; Hongkong Land, \$69, sales.

Mr. A. B. Rennie, agent for the Palatine Fire Insurance Company, has issued particularly handsome office calendars and blot-ers for 1896.

Dr. Takagi and Dr. Kitey are about to publish a Japanese monthly magazine specially devoted to bacteriological subjects.

YACHTS IN THE DOCKS.—At Kowloon: H. I. G. M. S. Irene, Reina Cristina, Hankow, Amoy, Oso, Lekia, Amy Turner, Kong Bang, Lannor.

The Singapore Legislature provides refreshments for its members on days when the Council meets. They can have tea and cake, or milk and soda, or whisky. This is a most legislative body do. The Hongkong Council has no refreshments, unless the milk-and-water species of some members and the fiery flash-lighting of others can be so considered. The Governor of Hongkong is apparently not acquainted with the Governor of North Carolina.

At the Kowloon Institute last night a concert, with tea and refreshments, was given by the Hongkong Temperance Union to welcome the new draft of the Rifles. The Rev. W. Mason, Wesleyan Chaplain, presided, and a most interesting programme was heartily enjoyed by about 60 of the men. Mrs. Hagan contributed two solos. Votes of thanks for the Institute and to the ladies for their songs and help closed the meeting.

This opinion that the Imperial Government is dealing unjustly with this Colony in regard to the Military Contribution is not confined to Hongkong only. In noticing Mr. Chamberlain's last despatch, the *Times* of Ceylon remarks:—Mr. Chamberlain's refusal to listen to the prayer for a reduction of the military contribution to be paid by Hongkong—recently fixed at 17 per cent. of the revenue—shows that the Treasury and the Colonial Office between them have made up their minds to screw all they can out of the Crown Colonies, and we think Ceylon is lucky—that is, on the supposition that the 7½ per cent. is all we are to be called on to pay—to have got off so well.

A CAPITAL race was witnessed between three crews from the Hongkong Boat Club on the Kowloon side of the Harbour last night. The three crews were stroked by Master, Skott, and Theodore-Lammett. All crews shot away together to the start of Mr. Stewart Lockhart, Lammett's boat getting, if any, a slight lead; but after a quarter of the distance was gone it was seen that his crew was not in condition for a race. Skott and Master kept side by side till opposite the Naval Yard, where Skott led by a quarter of a length. Master then started into first place, leading by a quarter length. Skott made a gallant effort, but Master, responding with another spurt, speedily got a clear length in front. Skott, however, was not beaten off, and again spurred, and got on level terms. Just then the side of his No. 8 (G. H. Potts) gave way, and the boat pitched overboard, and the race fell to Master's crew, which consisted of Master, Daneau, Gale and Gudge. Several other races are on the tapis.

The Unofficial Members of Ceylon are evidently wakening up to the illusory nature of the percentage proposals of the Imperial Government with regard to the Military Contributions of the Crown Colonies. They will do well to give the matter very close attention. At a recent meeting of the Legislative Council of that Colony Mr. Walker said, now that they were on the subject of the military, he would wish to know whether the Government were in possession of any despatches, and would lay them before the Council, with reference to the Military Contribution on the present basis. They only knew that it had been fixed at three-fifths of the revenue, but he thought it would be very desirable to know the grounds on which that decision had been arrived at, and how far the value of land sold had been estimated from the revenue in assessing the contribution, and whether that might be considered a permanent or a temporary exemption. There were other questions which might arise, and it was very desirable that the Council should be in possession of all the information Government could afford. The Acting Governor replied that all the information that Government had received had been communicated to the Council. All they had received was the bare telegram, which was published in some form at the time. He had no reason to suppose that the exaction of land was only a temporary one. He believed it was done on some principle which would be continued to be acknowledged and recognized.

RAOBANE PRANON.—The agent in the world for all kinds of machinery, tools, and electrical apparatus, is now established. Sole Agents: W. Robinson and Co.

Several Russian war-ships are reported in the Japanese papers, to be stationed at a place which is given as Shin-bo, a little north of Gamsu.

We learn from a Kobe contemporary that the Sasebo docks, to which we referred yesterday, are 135 metres long (443 ft.) and 30 metres wide. The cost of construction has been \$39,316 yen. The docks can be filled with water in one hour and a half, and emptied in five hours and a half.

The following team will play for the Cricket Club to-morrow against the Park Hotel:—A. Anderson, G. D. Campbell, H. K. R., T. S. Smith, Capt. Baker-Gurr, R. B. Sir B. K. Arbuthnot, R. N., Rev. G. Vallings, Capt. Grafton, R. N., E. P. Sheldon, E. Esakiel.

A CORRESPONDENT of a French paper writes from Yunnan that the French commercial mission is coming at a most inopportune time, for there is a strong feeling just now against foreigners, and apparently against the French in particular. Closely following the imprisonment of the two French missionaries, Vial and Kirober, reported not long ago, comes an organized attack on the R. P. Leprieux, in North Yunnan. The conditions of the country makes for disturbance, since the taxation, always oppressive and extortionate, is doubled on account of the expenses of the recent war, while the harvest has been ruined by a long drought followed by too much rain coming all at once. Thus, says the French correspondent, discontent is rife, and would be aimed at the local officials in the ordinary course, if the officials could not divert it. Their plan is the simplest presenting itself—to covertly stimulate anti-foreigner sentiments in order to provide the turbulent masses with a ready safety-valve for their feelings.

The Governor-General of Formosa has published an ordinance limiting the ports at which Chinese may land on the island to four—namely, Keelung, Tamsui, Takao and Anping. If Chinese desire to travel in the interior it will be necessary for them to obtain passports from the Japanese Government offices.—*Kobe Chronicle*.

According to a writer in *Macmillan's*, who is obviously well acquainted with his subject, our whole cavalry system needs overhauling. There are eleven cavalry regiments which admittedly can only muster 3,000 horses among them, and deducting those units for service, it is calculated that each could muster 250 men and horses in case of war. The sum total would barely exceed the strength of four French regiments. The officer who thus exposes the weakness of our cavalry declares that we could only put into the field a ridiculously small force, "heterogeneous and half-trained, the officers unacquainted with the modern use of the sword, and the men, their work, their comrades and their horses." This sounds serious enough.

At a general meeting of the Kobe (Japan) Chamber of Commerce, held on Monday last, certain proposals having reference to the enlargement of the Customs were discussed at length, and a proposal to send a deputation to Tokyo to press the matter on the Government was adopted. The gentlemen chosen were Messrs F. Kamekura and H. Okada. The matter of the proposed enlargement of the Customs was discussed at length, and a proposal to send a deputation to Tokyo to press the matter on the Government was adopted. The gentlemen chosen were Messrs F. Kamekura and H. Okada. The matter of the proposed enlargement of the Customs was discussed at length, and a proposal to send a deputation to Tokyo to press the matter on the Government was adopted. The gentlemen chosen were Messrs F. Kamekura and H. Okada.

CAPTAIN EHLERS, whose death from drowning is reported from New Guinea, was one of the most enterprising of German travellers, having first made his name in connection with his expedition to East Africa. He furnished valuable information regarding Kilimanjaro and examined a good deal of the country which was the scene of Major von Wissmann's expeditions. Coming to India he accompanied General Collett on the march from Kohima to Manipal, and was later on in the same way through the Shan States to the Mekong, where his arrival created much surprise at the French outposts. He again visited India last year with the intention of exploring the districts beyond the North-East frontier of Assam and reaching the sources of the Irrawaddy, but he was unable to carry out this plan. His adventurous disposition led him to the Further East, and the unexplored interior of New Guinea doubtless fascinated him, as it has done so many travellers before. Captain Ehlers' death will be regretted by the many friends he had made in India and elsewhere. The *Pioneer* writes that Capt. Ehlers in this Colony will join most sincerely in the regret expressed above.—*En. C. M.*

A SUMMARY recently published shows the great influence which the late war had on swelling the receipts from the telegraphic service in Japan. From April 1894 to March 1895, whilst almost every period of the war, the foreign and domestic telegrams forwarded or received numbered 3,399,137. The income derived therefrom being yen 3,028,124.49. During the previous financial year the telegrams numbered 2,556,100, the income from which was yen 1,954,029.12, so that the increase was about 27½ per cent. in the number of telegrams, and about 37½ per cent. in the revenue. The foreign cable companies have added to a very large extent by this increase in the number of telegrams from this part of the world, but there is no suggestion of any lowering of rates, though, apart altogether from the war, the number of telegrams sent forward must have doubled in the course of the last few years. It is greatly to be regretted that the Chamber of Commerce in the East do not combine and conduct a vigorous agitation against the excessive charges made for telegrams to Europe, which must have the effect of greatly restricting business.—*Kobe Chronicle*.

CHERRY.

A very interesting Chess Match took place last evening at the Hongkong Hotel, between seven representatives of the Club Lusitano and seven players from the Hongkong Chess Club. The match resulted in a win for the latter Club by five games to two, but the winning side, although sustaining an unexpected reverse in the defeat of the President by Mr. Dos Remedios, undoubtedly had the best of the luck as the Lusitano players lost two or three games by most unfortunate oversights. Indeed it would not be surprising if in a return match, which we hope will be shortly arranged, the result were reversed, and great credit is due to the losing side for the stubborn stand which they made against the powerful team which represented the Chess Club. We understand that some of the strongest Portuguese exponents of the game are not members of the Club Lusitano, and if this is so, Portugal should have a good chance in the International contest.

The following is the score:—

Club Lusitano	Chess Club
J. M. P. dos Remedios	1. A. Col. Thos. O'Gorman
C. A. M. de Jesus	2. H. E. Pollock
A. P. Carvalho	3. H. E. Pollock
A. P. Carvalho	4. H. E. Pollock
A. P. Carvalho	5. H. E. Pollock
A. P. Carvalho	6. H. E. Pollock
A. P. Carvalho	7. H. E. Pollock
A. P. Carvalho	8. H. E. Pollock
A. P. Carvalho	9. H. E. Pollock
A. P. Carvalho	10. H. E. Pollock
A. P. Carvalho	11. H. E. Pollock
A. P. Carvalho	12. H. E. Pollock
A. P. Carvalho	13. H. E. Pollock
A. P. Carvalho	14. H. E. Pollock
A. P. Carvalho	15. H. E. Pollock
A. P. Carvalho	16. H. E. Pollock
A. P. Carvalho	17. H. E. Pollock
A. P. Carvalho	18. H. E. Pollock
A. P. Carvalho	19. H. E. Pollock
A. P. Carvalho	20. H. E. Pollock
A. P. Carvalho	21. H. E. Pollock
A. P. Carvalho	22. H. E. Pollock
A. P. Carvalho	23. H. E. Pollock
A. P. Carvalho	24. H. E. Pollock
A. P. Carvalho	25. H. E. Pollock
A. P. Carvalho	26. H. E. Pollock
A. P. Carvalho	27. H. E. Pollock
A. P. Carvalho	28. H. E. Pollock
A. P. Carvalho	29. H. E. Pollock
A. P. Carvalho	30. H. E. Pollock
A. P. Carvalho	31. H. E. Pollock
A. P. Carvalho	32. H. E. Pollock
A. P. Carvalho	33. H. E. Pollock
A. P. Carvalho	34. H. E. Pollock
A. P. Carvalho	35. H. E. Pollock
A. P. Carvalho	36. H. E. Pollock
A. P. Carvalho	37. H. E. Pollock
A. P. Carvalho	38. H. E. Pollock
A. P. Carvalho	39. H. E. Pollock
A. P. Carvalho	40. H. E. Pollock
A. P. Carvalho	41. H. E. Pollock
A. P. Carvalho	42. H. E. Pollock
A. P. Carvalho	43. H. E. Pollock
A. P. Carvalho	44. H. E. Pollock
A. P. Carvalho	45. H. E. Pollock
A. P. Carvalho	46. H. E. Pollock
A. P. Carvalho	47. H. E. Pollock
A. P. Carvalho	48. H. E. Pollock
A. P. Carvalho	49. H. E. Pollock
A. P. Carvalho	50. H. E. Pollock
A. P. Carvalho	51. H. E. Pollock
A. P. Carvalho	52. H. E. Pollock
A. P. Carvalho	53. H. E. Pollock
A. P. Carvalho	54. H. E. Pollock
A. P. Carvalho	55. H. E. Pollock
A. P. Carvalho	56. H. E. Pollock
A. P. Carvalho	57. H. E. Pollock
A. P. Carvalho	58. H. E. Pollock
A. P. Carvalho	59. H. E. Pollock
A. P. Carvalho	60. H. E. Pollock
A. P. Carvalho	61. H. E. Pollock
A. P. Carvalho	62. H. E. Pollock
A. P. Carvalho	63. H. E. Pollock
A. P. Carvalho	64. H. E. Pollock
A. P. Carvalho	65. H. E. Pollock
A. P. Carvalho	66. H. E. Pollock
A. P. Carvalho	67. H. E. Pollock
A. P. Carvalho	68. H. E. Pollock
A. P. Carvalho	69. H. E. Pollock
A. P. Carvalho	70. H. E. Pollock
A. P. Carvalho	71. H. E. Pollock
A. P. Carvalho	72. H. E. Pollock
A. P. Carvalho	73. H. E. Pollock
A. P. Carvalho	74. H. E. Pollock
A. P. Carvalho	75. H. E. Pollock
A. P. Carvalho	76. H. E. Pollock
A. P. Carvalho	77. H. E. Pollock
A. P. Carvalho	78. H. E. Pollock
A. P. Carvalho	79. H. E. Pollock
A. P. Carvalho	80. H. E. Pollock
A. P. Carvalho	81. H. E. Pollock
A. P. Carvalho	82. H. E. Pollock
A. P. Carvalho	83. H. E. Pollock
A. P. Carvalho	84. H. E. Pollock
A. P. Carvalho	85. H. E. Pollock
A. P. Carvalho	86. H. E. Pollock
A. P. Carvalho	87. H. E. Pollock
A. P. Carvalho	88. H. E. Pollock
A. P. Carvalho	89. H. E. Pollock
A. P. Carvalho	90. H. E. Pollock
A. P. Carvalho	91. H. E. Pollock
A. P. Carvalho	92. H. E. Pollock
A. P. Carvalho	93. H. E. Pollock
A. P. Carvalho	94. H. E. Pollock
A. P. Carvalho	95. H. E. Pollock
A. P. Carvalho	96. H. E. Pollock
A. P. Carvalho	97. H. E. Pollock
A. P. Carvalho	98. H. E. Pollock
A. P. Carvalho	99. H. E. Pollock
A. P. Carvalho	100. H. E. Pollock

BOWLING.

This interesting match was played on Tuesday and Thursday last, and caused considerable excitement. The teams were looked upon as fairly equal, though there was a leaning toward the Germans; and the result shows a very keenly-contested game. We believe our German friends remember that the allies in the Club Germania are not in first-class condition, and the results of the play upon these allies are believed to have given the match a leaning toward the Germans. In the Hongkong Club, the Hongkong team naturally had the advantage, and the slight advantage gained (after all scores and misfires on both sides are reckoned) for the Germans was upon their own ground. After the first evening's play the H.K. Club showed a lead in their Club of about 170, but the Germans had secured a substantial lead at the Germania, that the British had 295 to make up. Much excitement was caused by last night's play, as the German four did not succeed in putting on a large score at the Hongkong Club. When the figures were produced, however, it was found that our German friends had won the match by only 94 points. It is easy to point to one or two, or even more, of the British team who might have made a better appearance; but the result should simply stimulate further effort.

Mr. Botel appears as the highest scorer, with Mr. Engel a very good second.—Mr. Hanisch coming in as a fair third. We may mention that the old Shield was won by the Club Germania on the previous occasion, and that this match is the first roll for the new Shield.

The scores were as follow:—

Club Germania	Score
H. Botel	1,468
G. Engel	1,448
P. S. Hanisch	1,314
O. Broderick (Captain)	1,285
T. S. Hanisch	1,252
O. Wegener	1,216
S. P. Lemmer	1,106
O. H. Lemmer	1,106
Total	10,106

HONGKONG CLUB.

S. Hanisch (Captain)	1,333
A. M. Thomson	1,291
E. W. M. Hanisch	1,270
A. G. Morris	1,253
A. M. Marshall	1,231
G. B. Hunt	1,208
S. Jones Hughes	1,121
Total	10,021

We append a list of the results of previous matches, which should prove interesting to our readers:—

Match	Date	Score
Hongkong Club	1-11-91	9,185
Club Germania	1-11-91	8,722
Hongkong Club won by		463
Club Germania	1-11-92	10,707
Hongkong Club	1-11-92	10,315
Club Germania won by		391
Club Germania	1-11-93	11,112
Club Germania	1-11-93	10,943
Hongkong Club won by		169
Club Germania	1-7-93	11,178
Hongkong Club	1-7-93	10,789
Club Germania won by		389
Club Germania	1-2-94	12,873
Hongkong Club	1-2-94	12,824
Club Germania won by		349
Club Germania	1-11-94	12,820
Hongkong Club	1-11-94	12,440
Club Germania won by		380
Club Germania	1-17-95	10,041
Hongkong Club	1-17-95	10,000
Club Germania won by		41
Club Germania	1-11-95	10,106
Hongkong Club	1-11-95	10,021
Club Germania won by		84

OWING to increase of business, W. Robinson and Co. have removed their Piano and Organ showrooms to Gossington House, Leamington, and are now open for sale.

REUTER'S TELEGRAMS.

[Services to the "China Mail"]

London, December 18, 1895.

GREAT BRITAIN AND THE UNITED STATES.

The House of Representatives has passed a Bill authorizing President Cleveland to appoint a Commission to delineate the frontier line between British Guiana and Venezuela, and granting \$100,000 for expenses in connection therewith.

The Senate has also passed a Bill granting a credit of \$100,000,000 for increasing existing armaments by a million rifles, a thousand field, and five thousand foot guns, details to be referred to a Military Commission.

FRANCO-SIAMSE FRAUDS ON THE MEKONG.

Information appears to have reached the Siamese authorities of a fraud which occurred recently on the Mekong between French and Siamese officials. The Siamese claim a subordinate of Victor Prachak, was holding an enquiry into a squabble between French protégés and Siamese subjects, in a village above Kammarat and situated in the northern zone of 25 kilometres above the right bank, the Frenchman interfered, took for the documents and rounded the Commissioner. In view, however, of the notoriously hostile spirit displayed by the Siamese officials, inspired by their superiors, along the right bank, this version of the affair must be taken with all reserves.

It is also asserted that several Siamese officials in the neighbourhood of Kammarat have been severely censured for being on terms of ordinary courtesy with French officials. Officials along the Mekong are said to be discouraged to adopt a hostile attitude, and belief is current among them that promotion will be rapidly secured for unfriendly acts towards the French.—*Siam Free Press*.

JAPAN'S ORDERS FOR WARSHIPS.

ALL THE ORDERS GOING TO ENGLAND. From authoritative information that has reached us, we learn it is probable that the contract for building the ten men-of-war which the Japanese navy is to be increased will all go to English firms. We also hear that English firms will supply the whole of the machinery and gear for the enlargement of the docks at Sasebo and Kure that is contemplated. The *New York Herald* recently remarked that if a contract were made for building the new Japanese fleet of war, it would demonstrate beyond all cavil that the coming shipbuilding trade of the world would be in the hands of the United States. Such a statement is apparently not true. British engineers and shipbuilders who have joined in the outcry against Lord Rosebery's policy will perhaps be inclined to take a different view. It is a well-known fact that the great shipbuilding firms of the United States are not yet in a position to build the new Japanese fleet of war, it would demonstrate beyond all cavil that the coming shipbuilding trade of the world would be in the hands of the United States. Such a statement is apparently not true. British engineers and shipbuilders who have joined in the outcry against Lord Rosebery's policy will perhaps be inclined to take a different view. It is a well-known fact that the great shipbuilding firms of the United States are not yet in a position to build the new Japanese fleet of war, it would demonstrate beyond all cavil that the coming shipbuilding trade of the world would be in the hands of the United States. Such a statement is apparently not true. British engineers and shipbuilders who have joined in the outcry against Lord Rosebery's policy will perhaps be inclined to take a different view. 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Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class Table. DUTCH and SWISS WINE.

HONGKONG TO NEW YORK, \$850.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Hankow	3,564	Tuesday	Dec. 24.
Tacoma	2,549	Tuesday	Jan. 14.
Victoria	3,167	Tuesday	Feb. 11.
Hankow	3,564	Tuesday	Mar. 10.
Tacoma	2,549	Tuesday	April 7.

THE Steamship HANKOW, Captain Ono, sailing at Noon, on TUESDAY, the 24th December, will proceed to VICTORIA, B.C. and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, December 4, 1895. 2259

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTES FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUERZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 25th December, 1895, at Noon, the Company's S.S. SAGHALIEN, Commandant DE GATZ, with MAILED, PASSENGERS, SPOULE, and CARGO, will leave this Port for the above places.

Cargo and Spoils will be regulated for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Spoils and Parcels until 3 p.m. on the 24th December, 1895. (Parcels not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 11, 1895. 2336

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUERZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BRIMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON, LONDON AND LIVERPOOL.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen	Monday	January 8.
Karlshafen	Monday	February 3.
Prinz Heinrich	Tuesday	March 3.
Prinzess	Tuesday	March 31.
Sachsen	Tuesday	April 26.
Karlshafen	Tuesday	May 26.
Prinz Heinrich	Tuesday	June 23.

ON MONDAY, the 8th day of January, 1896, at 3 p.m., the Company's S.S. SACHSEN, Captain H. SUTHER, with MAILED, PASSENGERS, SPOULE, and CARGO, will leave this Port as above, sailing at MARSEILLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 4th January, Cargo and Spoils will be received on board until Noon, on MONDAY, the 6th January, and Parcels will be received at the Agency's Office until Noon, on SATURDAY, the 6th January. Contents of Packages are required.

No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELBURN & Co.,
Agents.

Hongkong, December 19, 1895. 2343

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, Dec. 26.	at noon.
Gaio (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Tuesday, Jan. 14.	at noon.
Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Saturday, Feb. 1.	at noon.

THE Steamship COPTIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 26th December, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, December 18, 1895. 2233

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Saturday, Jan. 4.	at noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Saturday, Jan. 25.	at noon.
China (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Saturday, Feb. 8.	at noon.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 4th January, 1896, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$24 additional to the regular fare.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, or to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels should be marked to address in full, and same will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, and same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, December 17, 1895. 2341

Mails.

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain G.

K. WERTZ, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY and LONDON, on THURSDAY, the 2nd January, 1896, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, December 19, 1895. 2400

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Tianjin,
Capt. Geo. RAMSAY, will be despatched as above at 10 a.m. on the 21st inst., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class saloon is situated forward of the Engine Room. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the vessel is fitted through-out with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 20, 1895. 2353

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

The Steamship
Chili,
Capt. ANDERSON, will be despatched on SATURDAY, the 21st inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 19, 1895. 2386

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship
Nemco,
Capt. HALL, will be despatched for the above Ports on SUNDAY, the 22nd inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, December 19, 1895. 2401

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Kulsang,
Captain PAYNE, will be despatched as above on TUESDAY, the 24th inst., at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, December 18, 1895. 2388

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Tener,
Capt. RILEY, will be despatched as above on TUESDAY, the 24th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 18, 1895. 2386

SHELL LINE OF STEAMERS.

FOR HAVRE, LONDON AND
HAMBURG.

The Co.'s Steamship
Pecten,
Capt. N. HOOKER, will be despatched as above on or about the 27th inst.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, December 19, 1895. 2321

SHELL LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

The Co.'s Steamship
Clon,
Capt. D. T. DAVIS, will be despatched as above on or about the 30th inst.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, December 19, 1895. 2343

Shipping.

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)

Albion..... Friday..... 27th Dec.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship
Altamora

will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on FRIDAY, the 27th December.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, December 17, 1895. 2380

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship
Glenlochy,
Capt. BRYCE, will be despatched as above on or about FRIDAY, the 17th inst.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 19, 1895. 2399

Sailing Vessels.

FOR NEW YORK.

The S.S. I.I. American Ship
Emily F. Whitley,
PABSONS, Master, shortly expected from Shanghai, will load here for the above Port, and will be despatched by end of December.

The 100 A. I. Steel 4-masted
Barque
Torrada,
BUCHANAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, November 21, 1895. 2170

FOR SAN FRANCISCO.

The 100 A. I. British Ship
Brookfield Castle,
PABSONS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, December 5, 1895. 2227

FOR NEW YORK.

The S.S. I.I. American Ship
John K. Kelly,
Capt. CHARMAN, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, November 21, 1895. 2172

FOR BALTIMORE.

The A.I. American Barque
Wardlaw,
Capt. WARDLAW, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSEN & Co.,
Agents.

Hongkong, December 11, 1895. 2393

Intimations.

STAINFIELD'S PRIVATE HOTEL,
3 DUNDRELL STREET.

COMFORTABLY FURNISHED ROOMS,
with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 5, 1896. 53

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as 'GON-
LAUCH HOUSE,' offers First-Class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

RIGAUD'S

EXTRACTS

Sweet Scents from Flowers,
RIGAUD'S WHITE VIOLETA,
RIGAUD'S WHITE ROSE,
RIGAUD'S WHITE JASMIN,
RIGAUD'S WHITE LILAC,
RIGAUD'S WHITE HELIOTROPE,
RIGAUD'S NEROLI,
RIGAUD'S YLANG-YLANG,
RIGAUD'S ROSE DE ROYALE.

For Sale by A. S. WATSON & Co., Chemists.

Hongkong, July 24, 1895. 1897

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

No. 40—Anderson, Capt., East Point.

24—Anderson, Capt., Praya Central.

8—Arnold, Karberg & Co.

66—Blackhead & Co.

65—Blackhead, F., Residence.

90—Bradley & Co.

38—Butterfield & Swire, Peak Residence.

36A—Do. do. Quarry Bay.

18—Do. do. Shipping Office.

36—Do. do. Sugar Office.

75—Caldwell, Manager & Co.

42—Canadian Pacific Railway Co.

120—Canton Insurance Co.

111—Carmichael & Co.

128—Chan Chey, Residence.

105—Chen Sui & Co.

116—Chen Tien, Residence.

22—China Mail Office.

72—China Sugar Refinery, East Point.

11—Do. do. Town Office.

117—Do. do. Lantao.

10—Do. Peak.